



## INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

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(21) International Application Number: PCT/BR88/00001 (22) International Filing Date: 9 February 1988 (09.02.88)  (31) Priority Application Number: 8700732 (32) Priority Date: 11 February 1987 (11.02.87) (33) Priority Country: BR  (71)(72) Applicant and Inventor: MORAIS, Aparecido, Costa [BR/BR]; Rua Libero Badaró 425 - 22° and., conj. 223, 01009-Centro-São Paulo, SP (BR).  (81) Designated States: AT (European patent), AU, BE (European patent), BG, BJ (OAPI patent), CF (OAPI patent), CG (OAPI patent), CH (European patent), CM (OAPI patent), DE (European patent), DK, FI, FR (European patent), GA (OAPI patent), GB (European patent), HU, IT (European patent), JP, KP, KR, LU (European patent), ML (OAPI patent), MR (OAPI patent),	NL (European patent), NO, RO, SE (European patent), SN (OAPI patent), SU, TD (OAPI patent), TG (OAPI patent), US.  Published <i>With international search report.</i>	
(54) Title: SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER  <div style="text-align: center;"> </div>		
(57) Abstract  A spacial and maritime ship with the shape of a flying saucer, with support and impulses provided by a group of three discs (1, 2, 3): two turning ones separated by a central fixed one (2), which has levers, cavities and other dispositives to direct the mass of air or water produced by the superior (1) and inferior (3) turning discs which are move by engines and turn between a roller bearing mat (4).		

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*Descriptive Report of the Patent of the Invention:**"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER"*

The present invent refers to a Spacial and Maritime Ship with the Shape of a Flying Saucer (F. 1), with support and impulses provided by 3 (three) discs. A central one, set in the body of the ship, and two turning ones, moved by engines, fit on the body of the ship, running between a roller bearing mat (F. 2). The turning discs run in opposite directions. The superior one turns to one side and the inferior one turns to the other side, to equalize the deviation of direction of the superior disc. The central disc, fixed, will have the necessary appliances to channel and / direct the air mass , produced by the movement of the turning / discs, so that the ship can move upwards, downwards, to the side and make other movements too. (F. 4). Because of the opposite rotation of the turning discs, all the appliances set on the superior surface of the central disc will be placed in an inverse position on the inferior surface of the disc, in order to standardize the impulse movements. Besides the other appliances, the / superior and inferior discs will have movable streaks (F. 5), in laid in them; they will be operated to facilitate the penetration into water and air or to increase the impulse pressure of / the ship. The turning discs, separated by the central one, fixed turn between a roller bearing mat (F. 2; n. 1, 2, 3, 4). The engines which start the turning discs will have their quantity and position according to the size of the ship and the criterion of the maker, as they can be set on the body of the ship, on or under the superior and inferior turning discs (F. 7). Besides the

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most advanced technology, a long exhaust with the shape of a belt around the ship may be adopted to reduce its noise (F. 8). Besides the rising and descent impulses provided by the three discs (central, superior and inferior), movable shafttrings may be used under and on them, as a reserve or reinforcement, mainly for bigger / ships (F. 12). The superior and inferior rings have the same shape and work with inverted shafts. At the end of each shaft, there may be a slight bend upwards, in order to deviate the air of the pressure upon the superior disc and, for the inferior ring's shafts, on the contrary, to deviate the air upwards pushing the inferior disc. The bend at the end of the shafts will push the back shaft upwards (F. 12). To descend, we invert the shafts. As we have seen above, the impulses of the ship are produced by the air mass provided by the turning movement of the discs, properly directed by the appliances of the central disc. However, still as a reserve or reinforcement, impulse engines may be used, like the ones used in submarines, planes, etc. These engines may be placed on the sides or, preferably, on the superior and inferior parts of the ship (F. 16). Coming back to the rings, they follow the turning movement of the nearest disc. The rings may be operated by the energy inherent in the respective disc, or by own engines, which is more recomendable by questions of safety in an emergency case. By controlling the air mass, obtained through the appliances on the surface of the central disc, the ship will fly in any direction. But the changing of the route may be obtained by the DIRECTION BEAMS (F. 14; n. 1, 2), set next to the turning discs, on the outside or inside (between the turning discs and the central one). The air mass or water mass dragged by the turning discs, crashing into the beam will push the body of the ship to the desired direction. The superior /

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beams will provide the changing of the route of the flying saucer to one side and the inferior beams to the other side. This spacial and maritime ship with the shape of a flying saucer will have fixed feet instead of tires (F. 9-10). In number 1 (F. 9) we can see one of the  
05- feet stretched. In number 2, we see the foot bent and, in number 3, the feet are properly kept in the bottom of the ship. Then in number 1 (F. 10), we see the ship parked on a firm place, while in number 2 we see the flying saucer sliding on the water. The feet of the ship will have energy to turn as a propeller or drill, providing the exca-  
10- vation of a hole on solid ground or increasing the speed of the ship on the water or under it. The cavities in the feet of the ship will help the fluctuation because of the void (F. 10-11). In numbers 1, 2 (F. 15), we see one of the ways to insert the auxiliary engines and another position of the feet of the ship. In any case, the compart-  
15- ments where the feet are kept will have properly incased covers. In cases of extreme urgency, the group of discs (the central and turning ones) will have the protection of hooks fixed on the edges of / the central disc (F. 13; n. 1). When moved, the hook will go to the programmed position, turn 90° and protect the turning discs. In each  
20- edge of the hook, there will be rollings, so that the speed of the / mentioned discs does not decrease. This Spacial and Maritime Ship / with the Shape of a Flying Saucer can work with ELECTRIC ENGINES in a SELF-SUFFICIENCY SYSTEM, i.e., the batteries will move the engines and these will move the turning disc(s), which will move the GENER-  
25- ATOR(S), and they will produce the energy to feed the engine(s) and batteries and all the demand of the ship after passing through the / transformers, completing the SELF-SUFFICIENCY CIRCUIT. Another SELF-SUFFICIENCY formula could be: the engine(s) moved by the batteries

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will move the turning disc(s) which will move the big mass of air or water. This mass will turn micro-turbines installed in the cavities on the surface of the central disc and move the generator's axle, so that it provides the necessary energy. This process of SELF-SUFFICIENCY can work together with the previous one. And both of them can be adjusted to other kinds of vehicles.

Military Objectives - It will be impossible to avoid the military application of this ship. At short time, this flying saucer, if we want it or not, will be another war vehicle. Its central disc will transport rockets, cannons and machine guns. The turning discs will have ducts for machine guns and canals for throwing gases, smokes and others. On the other hand, this flying saucer can be the transporter of the most terrible pollutants, including the atomic bombs to the siderial space; in this way, it can become the salvation of MANKIND. (F. 17).

For supporting and displacement, the ship can adopt the following process of captivation, compression and direction of the air or water: besides the movable streaks of the turning discs, movable streaks will be placed on the central disc too. But they will be put in the opposite direction. The turning discs will catch the necessary quantity of air (according to the necessity, the speed of the turning discs and the height of the streaks of the three discs can be changed) and with the help of the streaks of the central disc, this mass of air will be conducted through openings made on the board of the central disc to a circular tank, around the body of the ship; there it will be compressed and thrown up and down; to the sides through ducts or turbines installed inside the central disc. The covers of the openings for air or water for this tank should have

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springs for more security. When the ship is floating or parked on the ground or in the water and, without necessity of captivation of big mass of air or water, the turning discs may reduce or cess their activity and in this case the tank is properly provided /

05- with water or air in its maximum compression to the new starting (or departure). Other mechanisms may be adopted perhaps with the use of turbines so that in a new departure the turning discs / would be moved without the use of batteries. What will be done or obtained with the air must be done or obtained with the water. The

10- decompression of the air or water will be done by means of vents installed along the circumference of the tank. The rising of one side of the ship will be processed by the starting of micro-turbines or ducts next to the extreme lines of the discs, in oppo- / site directions to each other.

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## REVINDICATIONS

01 "SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER", with support and impulses provided by three discs: a central one, fixed in the body of the ship, and two turning ones. The turning discs /  
05 are moved by engines inlaid the ship structure, a little over and under the central disc; they turn between a roller bearing mat. Its turning action, with or without streaks, will create a big mass of air or water, which will be channeled and directed by the dispositives of the central disc, in order to push the ship downwards, up  
10 wards, to the sides and other movements.

02 "SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by turning discs with opposite directions. The superior /  
disc turns to one side and the inferior one turns to the other, to equalize the deviation of the direction of the superior and vice-  
15 versa. It has turning discs separated by the central one, movable streaks to ease the penetration in the air and water or to increase the pressure of impulse in the ship. It may be used as a war /  
instrument, with ducts for machine guns and for throwing gases and smoke, etc.

20 03 "SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by a central disc fixed in the body of the ship, and the necessary dispositives to channel and direct the mass of air or wa-  
ter produced by the turning discs. Their levers provide the rising and descending of the ship, as well as the rising of one of its si-  
25 des and other movements. Its cavities which go from the surface to the inside will permit the penetration of the mass of air or water that provide the lateral displacements of the ship (including zig-

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zag movements) by moving the micro-turbines or ducts. Its micro-turbines are applied to employ the pressure produced by the turning / discs to move the generators which will produce electric energy for the ship. It has protective hooks on the turning discs too, for dangerous moments. It has canals to conduct and throw rockets, cannons, etc.

04"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by the possibility of working with ELECTRIC ENGINES in a / SELF-SUFFICIENCY PROCESS: the batteries will move the engines and / these move the turning discs which, by turning, move the GENERATORS. The generators will produce the energy to feed the engines, the batteries and all the demand of the ship, after passing through the / transformers, completing the SELF-SUFFICIENCY circuit. There is another alternative for the SELF-SUFFICIENCY system: the turning discs will move a big mass of air or water which will move micro-turbines installed inside it, by penetrating in the cavities of the superior and inferior surfaces of the central disc; the turbines will move / the generator's axle, so that it produces the desired energy. This alternative may be used together with the former. These SELF-SUFFICIENCY processes may be adapted to work in other kinds of vehicles.

05"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by optional auxiliary rings for its movements, which are / composed of reversible shafts which can have a slight bend at the / end, in order to deviate the mass of air or water of the pressure / upon the superior turning disc and to push the back shaft upwards. When reverted, they will produce opposite effects. One of the rings stays over the superior disc and the other stays under the inferior one.



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06"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by engines to move the turning discs and effect the mentioned movements, and extra engines also used in planes, submarines, / etc. as a reserve or reinforcement to the impulses. These engines  
05 may be placed on the sides of the ship or, preferably, on its surfaces.

07"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by the possibility of parking by means of fixed feet. These feet will have dispositives in the shape of drills or propellers or  
10 electric ones, which may be used to make holes on hard surfaces and in the water to help in the impulses of the ship movements upwards, downwards and to the sides.

08"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by the possibility of floating on water, which is easy because of the void in the cavity where the feet of the ship are kept.  
15

09"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by the possibility of having long exhausts (besides the advanced technology), with the shape of a belt around the body of the ship, in order to reduce its noise. They may be placed inside "isopor" canals, inlaid in the body of the ship.  
20

10"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by direction beams placed beside the superior and inferior turning discs. The mass of air or water moved by these discs  
crashes into the beams and pushes the ship to the desired direction  
25 With the superior beams we turn to one side and with the inferior / ones we turn to the other.

11"SPACIAL AND MARITIME SHIP WITH THE SHAPE OF FLYING SAUCER" characterized by the following process of captivation, compression and direction of the air or water for supporting and displacement of the

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ship: besides the movable streaks of the turning discs, there will be movable streaks on the central disc too, but in opposite direction. The turning discs will captivate the necessary quantity of air (according to the necessity, the speed of the turning discs /  
05 and the height of the streaks may be increased) and with the help of the streaks of the central disc, this mass of air will be conducted through openings on the board of the central disc to a circular tank around the body of the ship; the air compressed there / will be thrown upwards and downwards; to the sides through micro-  
10 turbines or ducts (from the borders of the central disc, by fixed or movable micro-turbines or ducts, installed in it). The covers of the entries for the penetration of the mass of air or water into the mentioned tank will have springs to assure more safety when opening and closing these entries. When the ship is floating in /  
15 the air or parked on the ground or on the water and there is no / need to captivate a big mass of air or water, the turning discs / may cess or reduce their activity and keep the compressed air (or water) in the tank, to be used in the following departure. There's  
20 still another mechanism that may be adopted: for the new departure (perhaps with micro-turbines too) the turning discs, if stopped, / would be started automatically, without the use of batteries. Note what will be done or obtained with the air will be done or obtained with the water. In case of excessive pressure of compressed air according to the indication of the inherent appliances, the decom-  
25 pression will be done through vents along the circumference of the tank. The fixed turbines or ducts, in spiral, for exit of the compressed air (or water), installed in the ship structure or inside the central disc will provide the support and movements downwards

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upwards and to the sides. The rising of one of the sides of the ship will be processed through micro-turbines or ducts installed along the borders of the discs, in opposite positions.

FIGURE 1

*FLYING SAUCER*

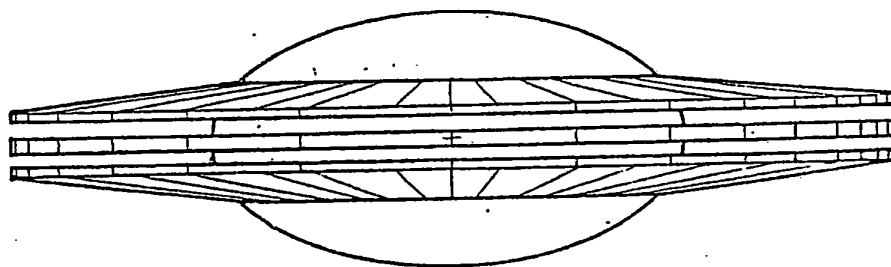


FIGURE 2

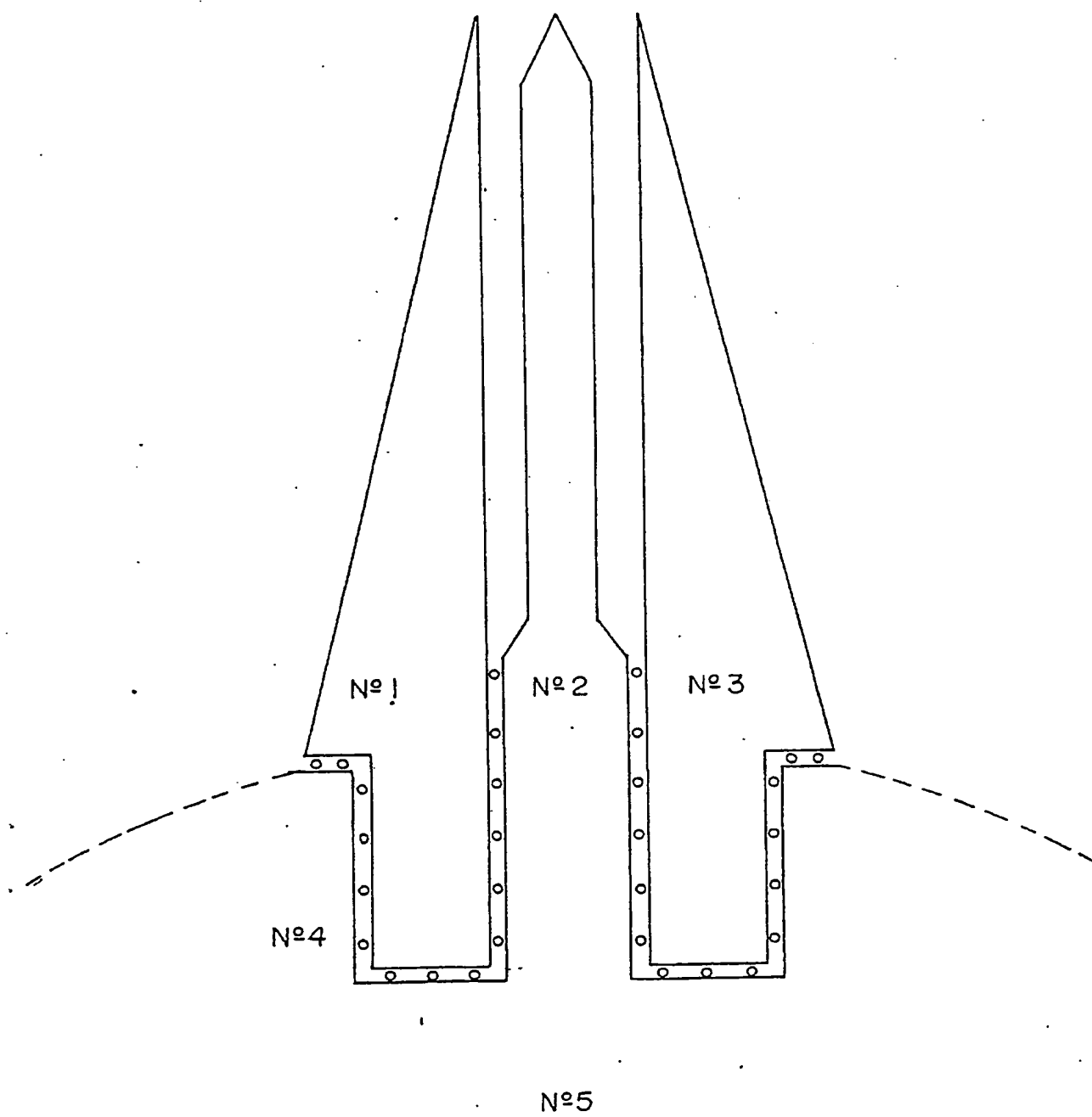


FIGURE 4

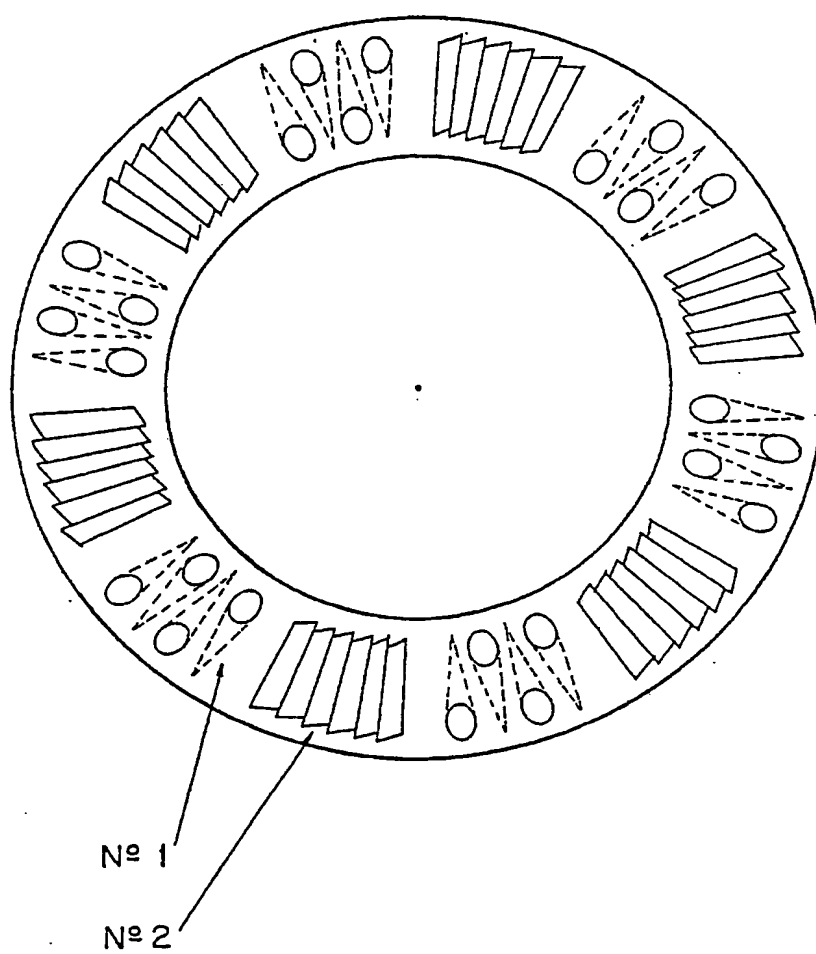


FIGURE 5

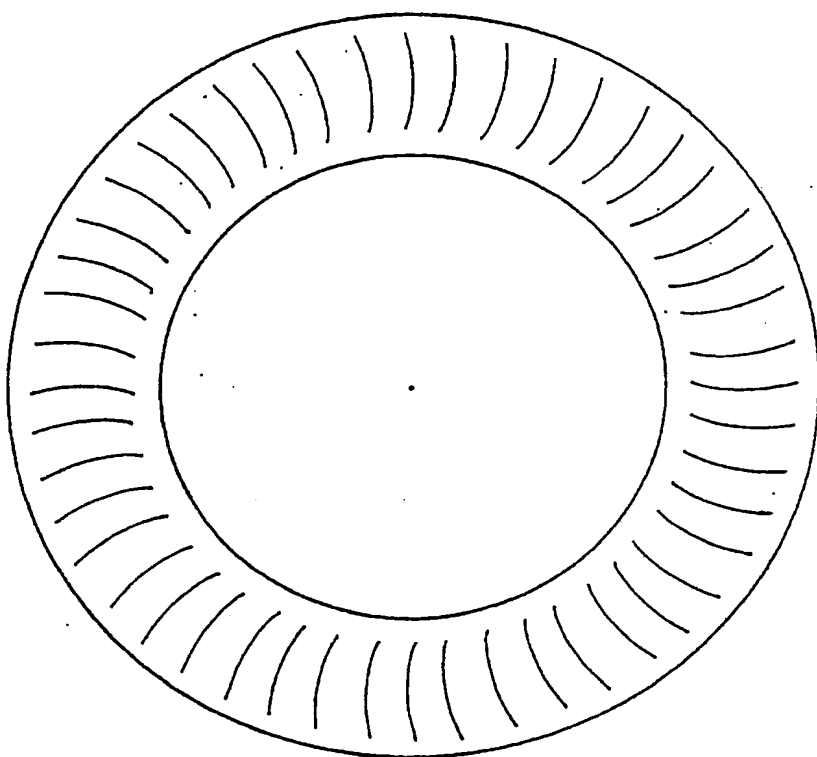
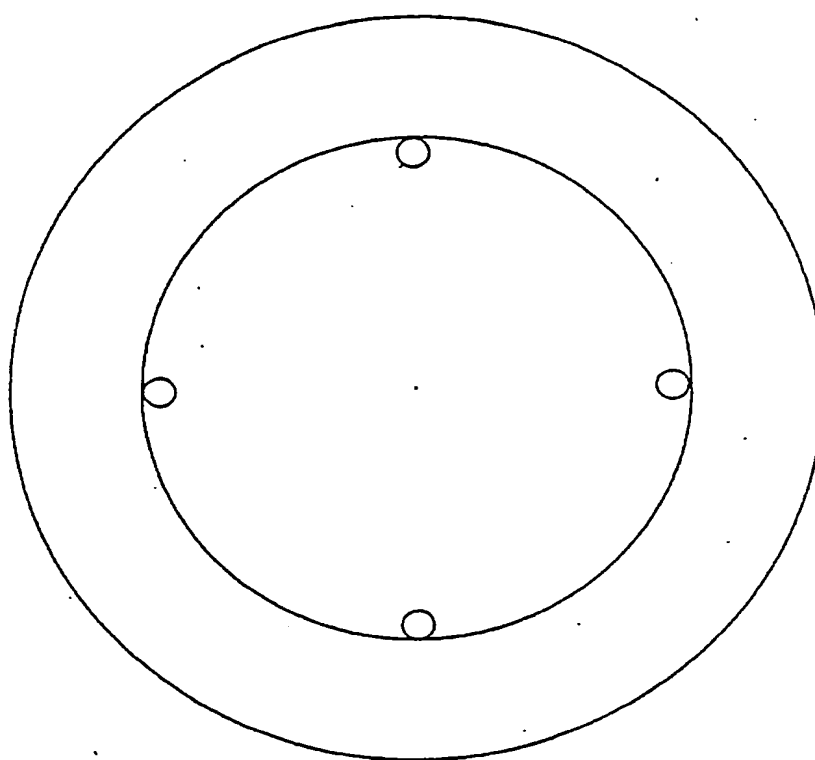


FIGURE 6





*FLYING SAUCER*

FIGURE 7

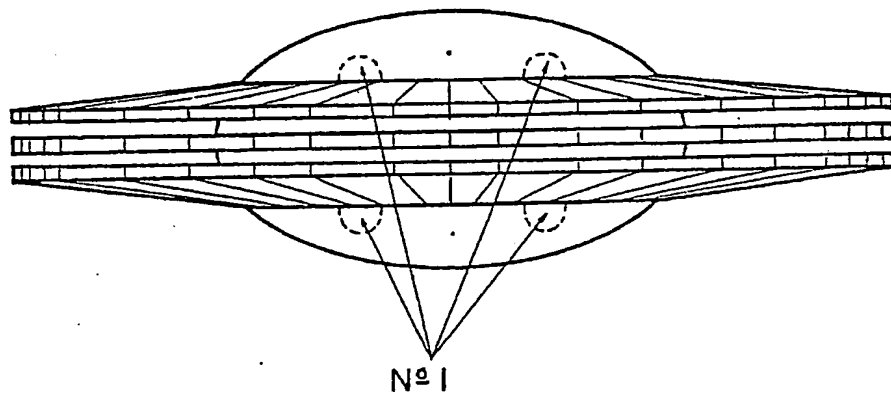


FIGURE 8

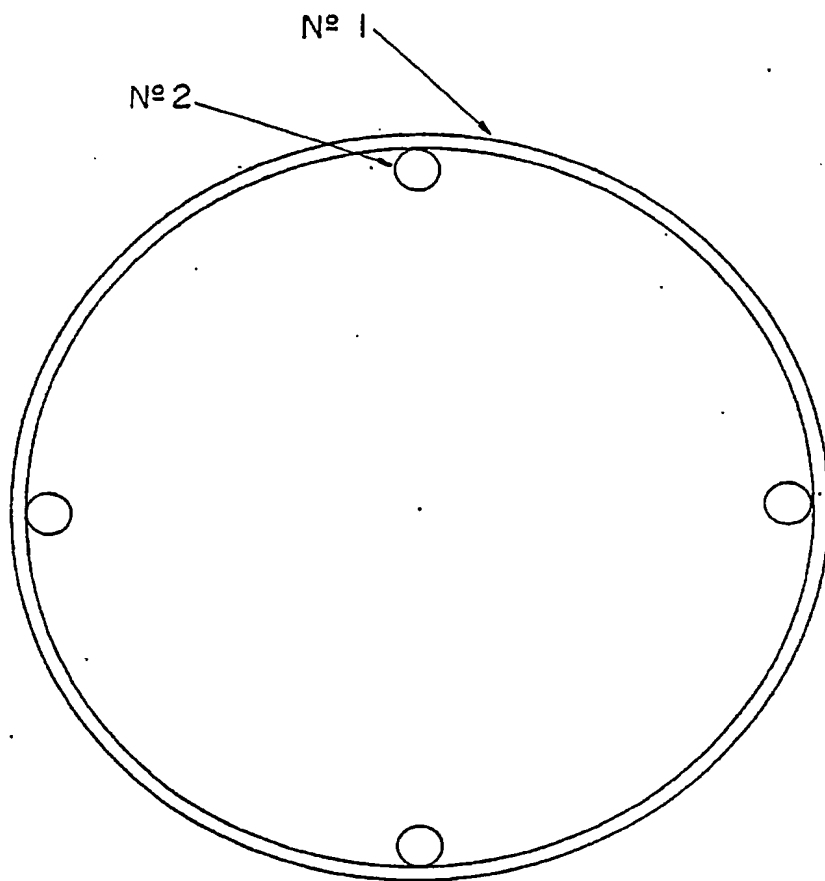


FIGURE 9

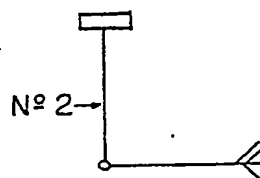
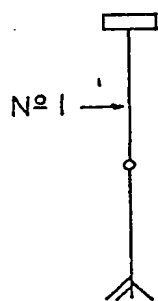
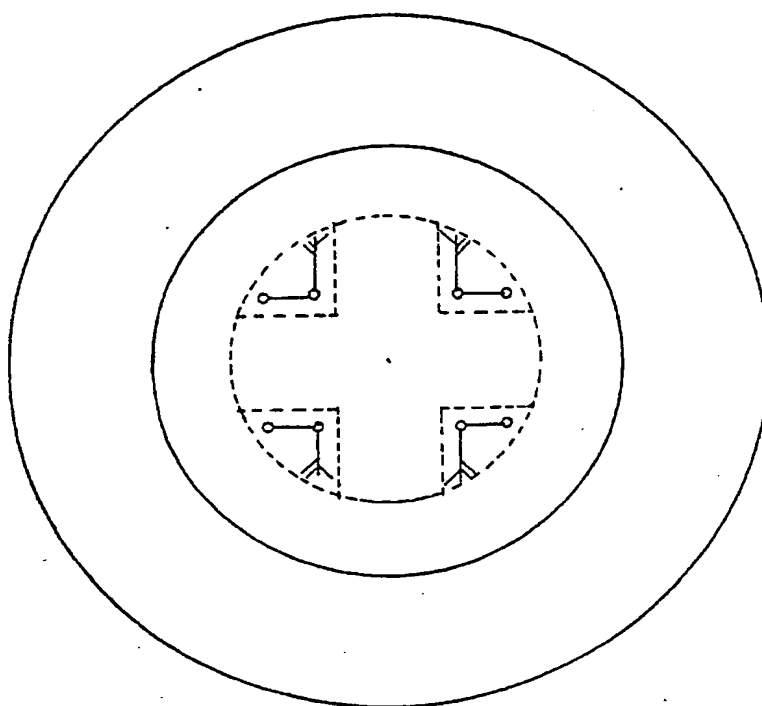


FIGURE 10

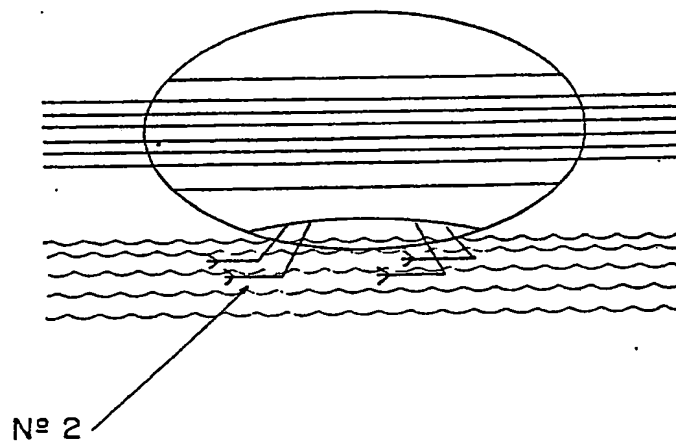
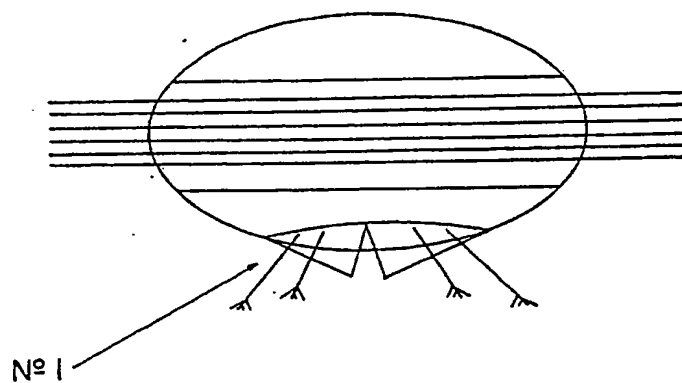


FIGURE II

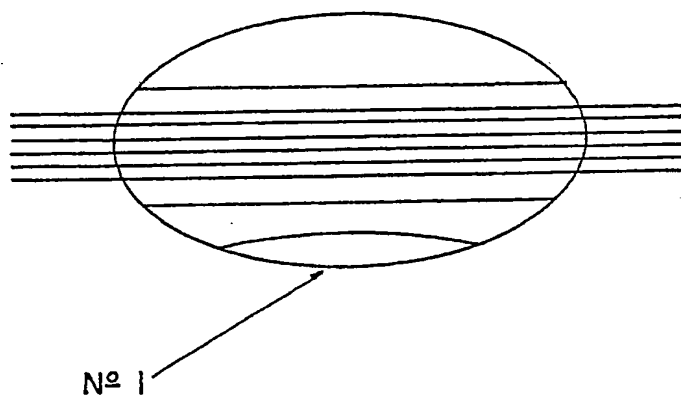
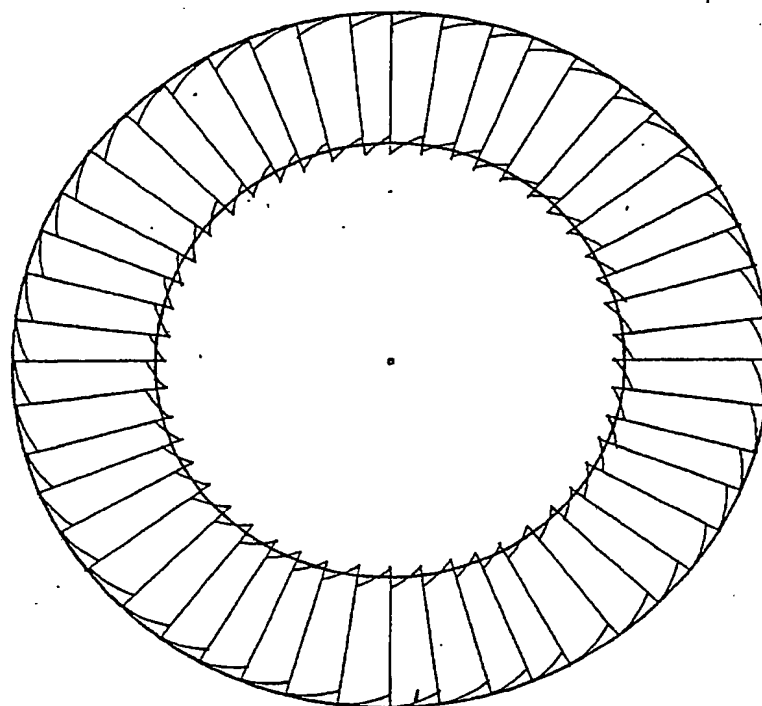
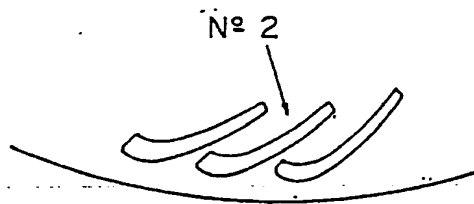


FIGURE 12



Nº 1



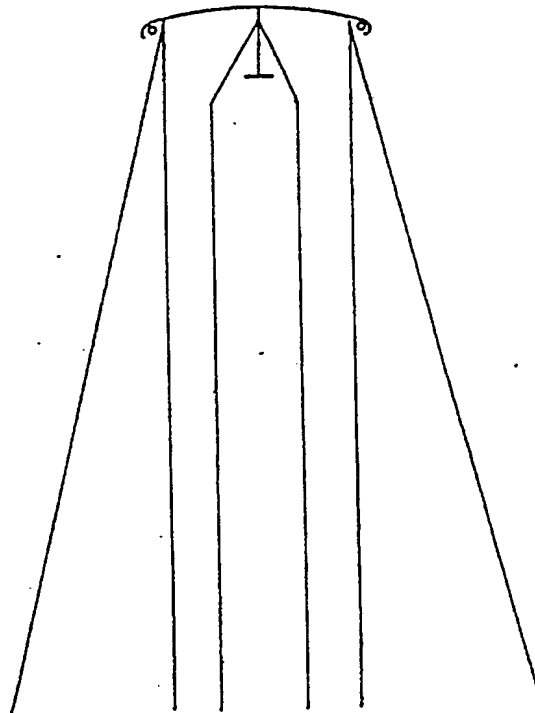
Nº 2

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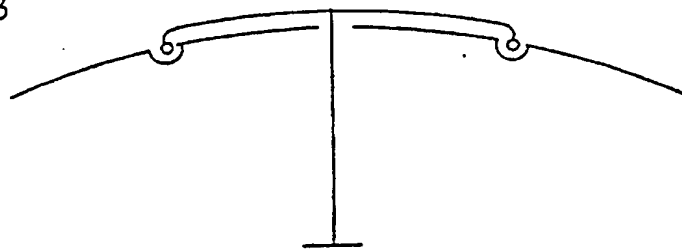
FIGURE 13

Nº 1

Nº 2



Nº 3



*FLYING SAUCER*

FIGURE 14

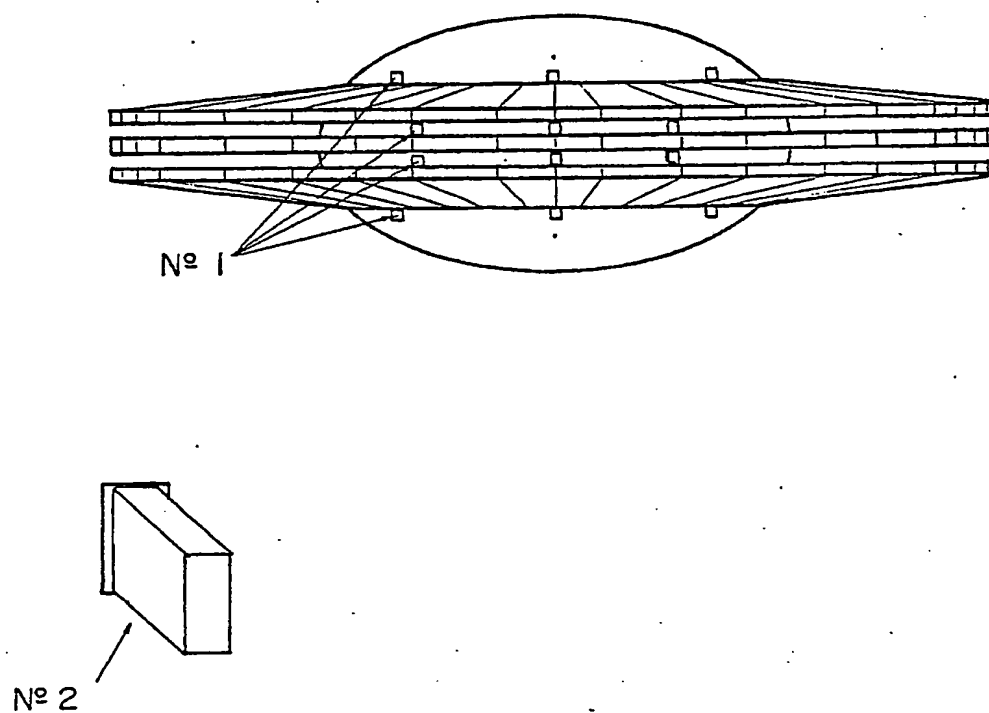




FIGURE 15

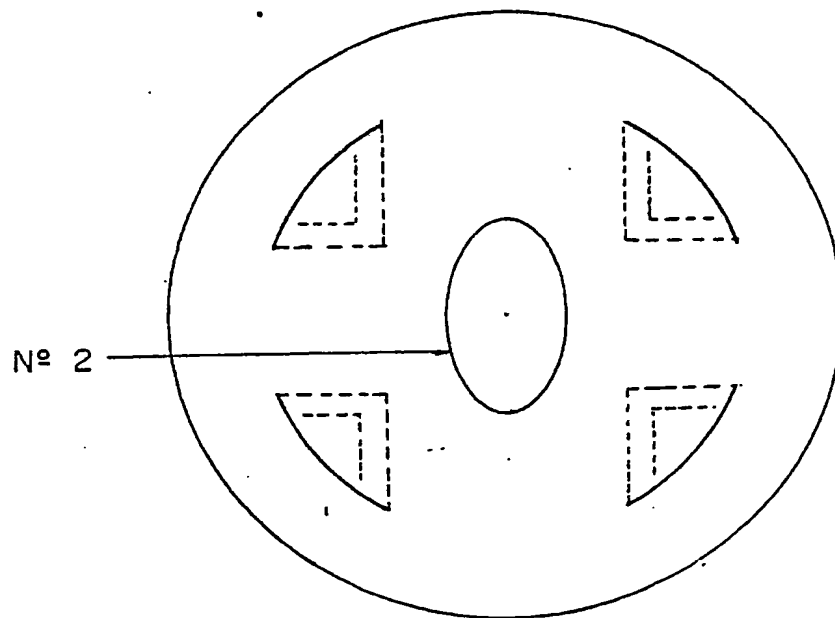
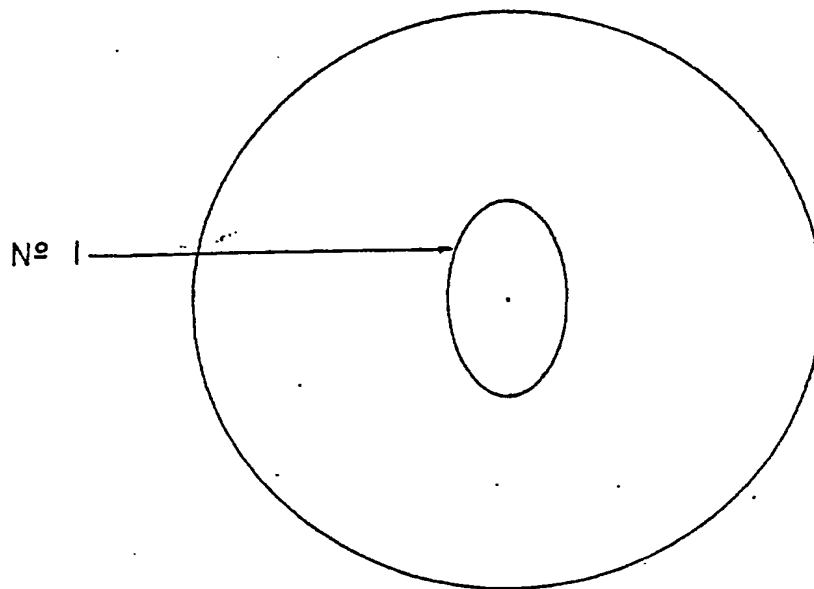
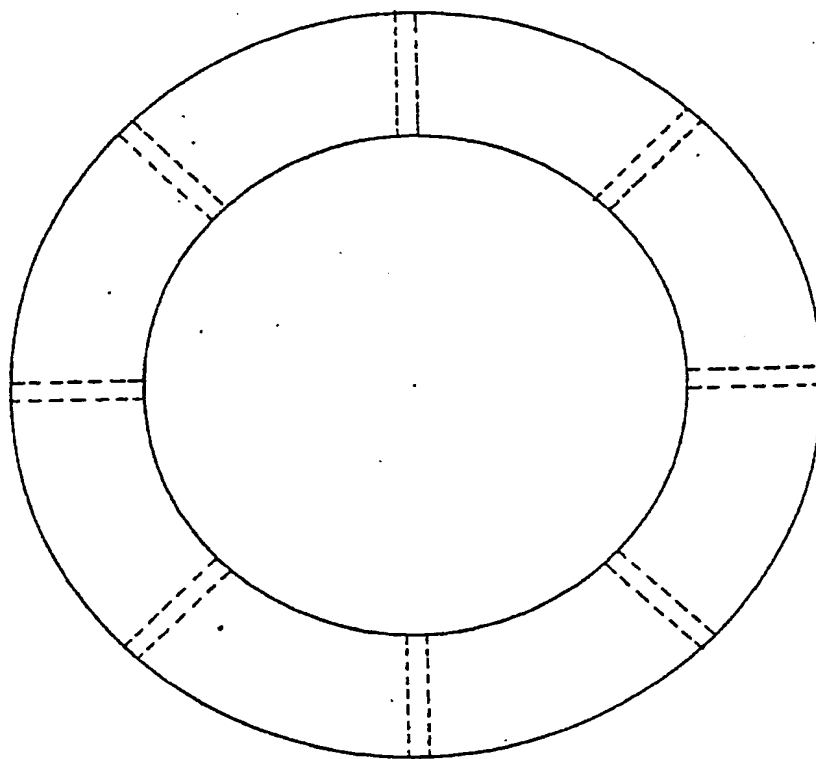
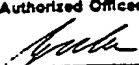


FIGURE 17



# INTERNATIONAL SEARCH REPORT

International Application No. PCT/BR 88/00001

<b>I. CLASSIFICATION OF SUBJECT MATTER</b> (If several classification symbols apply, indicate all) * According to International Patent Classification (IPC) or to both National Classification and IPC IPC <sup>4</sup> : B 64 C 39/00; 29/02; B 63 B 35/00.		
<b>II. FIELDS SEARCHED</b> Minimum Documentation Searched * Classification System: Int.Cl. <sup>4</sup> : B 64 C 27/00, 29/00, 39/00; B 63 B 35/00; B 63 H 1/00.		
Documentation Searched other than Minimum Documentation to the Extent that such Documents are Included in the Fields Searched *		
<b>III. DOCUMENTS CONSIDERED TO BE RELEVANT *</b>		
Category *	Citation of Document, <sup>11</sup> with Indication, where appropriate, of the relevant passages <sup>12</sup>	Relevant to Claim No. <sup>13</sup>
A	DE, A, 1 817 931 (HEMBLUCK), 06 June 1974 (06.06.74), see totality.	(1-10)
A	DE, A, 1 804 039 (HEMBLUCK), 23 July 1970 (23.07.70), see totality.	(1-10)
A	US, A, 3 774 865 (PINTO), 27 November 1973 (27.11.73), see totality.	(1-10)
A	US, A, 3 395 876 (GREEN), 06 August 1968 (06.08.68), see totality.	(1-10)
A	US, A, 3 387 801 (KELSEY), 11 June 1968 (11.06.68), see totality.	(1-10)
A	US, A, 3 774 564 (BONDON), 27 November 1973 (27.11.73), see totality.	(1-10)
-----		
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<b>IV. CERTIFICATION</b>		
Date of the Actual Completion of the International Search 30 May 1988 (30.05.88)		Date of Mailing of this International Search Report 01 June 1988 (01.06.88)
International Searching Authority AUSTRIAN PATENT OFFICE		Signature of Authorized Officer 

Anhang zum internationalen Recherchenbericht über die internationale Patentanmeldung Nr.

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Annex to the International Search Report on International Patent Application No. PCT/BR 88/00001

This Annex lists the patent family members relating to the patent documents cited in the above-mentioned International search report. The Austrian Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

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La présente annexe indique les membres de la famille de brevets relatifs aux documents de brevets cités dans le rapport de recherche internationale visé ci-dessus. Les renseignements fournis sont donnés à titre indicatif et n'engagent pas la responsabilité de l'Office autrichien des brevets.

Im Recherchenbericht angeführtes Patentedokument Patent document cited in search report Document de brevet cité dans le rapport de recherche	Datum der Veröffentlichung Publication date Date de publication	Mitglied(er) der Patentfamilie Patent family member(s) Membre(s) de la famille de brevets	Datum der Veröffentlichung Publication date Date de publication
DE-A-1 817 931	06/06/1974	None	
DE-A-1 804 039	23/07/1970	DE-C3-1 804 039	20/06/1973
US-A-3 774 865	27/11/1973	None	
US-A-3 395 876	06/08/1968	None	
US-A-3 387 801	11/06/1968	None	
US-A-3 774 564	27/11/1973	None	